

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping

Shipping.

Steamers.

**THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.**

FOR MANILA (DIRECT.)

The Steamship
Esperanza,
Captain *W. A.* will be
despatched for the above
Port on **FRIDAY**, the 8th Instant, at
4 p.m., instead of as previously advertised.

For Freight or Passage apply to
RUSSELL & CO. 6-7-8, Bt
General Managers.

Hongkong, June 5, 1883. 915

**STEAM TO STRAITS, COLOMBO
AND BOMBAY.**

Connecting at COLOMBO with the Com-
pany's Steamer *Bengal* for LONDON
and INTERMEDIATE PORTS.

P. & O. S. N. Co.'s
Steamship


will leave for the above
places on SATURDAY, 9th June, at Noon.
For Freight or Passage, apply to
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,

Hongkong, June 2, 1888. 890

**EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.**

**FOR SYDNEY, MELBOURNE AND
ADELAIDE**


*(Calling at PORT DARWIN, and taking
through cargo to QUEENSLAND
PORTS, NEW ZEALAND,
TASMANIA, &c.)*

The Steamship
 *Cathlamet*,
Captain DABRY, will
be despatched for the above
Ports on **SATURDAY**, the 9th June.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, May 30, 1888. 879

FOR MARSILLES AND HAVRE.

The Steamship
 *Northern*
will be despatched for
the above Ports on or
about the 9th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, June 5, 1888. 912

**AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.**
—
STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEN, SUEZ, PORT

BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN

**GULF, BLACK SEA, LEVANT and
ADRIATIC PORTS.)**
The Co.'s Steamship

 Captain A. MALINA, will be despatched as above on **TUESDAY**, the 12th of June, at Noon.
— For further Particulars regarding this

and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRAOH,

Hongkong, June 1, 1888. Agent. 893

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates.)

for NINGPO, CHEFOO, NEW-
CHWANG, TIENTSIN, HANKOW and
Ports on the YANGTZE.)

 The Co. Steamship
Titan,
Captain BROWN, will be
despatched as above on
TUESDAY 15d 12h instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE.
Agents.

Hongkong, June 5, 1888. 917


OCEAN STEAMSHIP COMPANY

FOR LONDON VIA SUEZ CANAL
The Co.'s Steamship

 Captain BARR, will be despatched as above on **TUESDAY**, the 12th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
 Hongkong, June 4, 1888. 033

STEAM TO SHANGHAI.

 The P. & O. S. N. Co.'s
Steamship
Nepaul,
will leave for the above

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 4, 1888. 906

STEAM TO YOKOHAMA, VIA NAGA-
SAKI AND KOBE.
(Passing through the INLAND SEA.)



The P. & O. S. N. Co.'s
Steamship
Malacca
will leave for the above

places on **TUESDAY, 19th Instant, at**
Daylight
E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 2, 1898

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.
Hongkong, July 15, 1887.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co.
Hongkong, July 25, 1872.

To-day's Advertisements.

THE SCOTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

The Company's Steamer *Devenport*, Captain P. H. Lory, will be despatched for the above Ports on FRIDAY, the 8th Instant, at Noon.

For Freight or Passage, apply to YUEN TAT HONG, Agents.

Hongkong, June 6, 1888.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Company's Steamer *Haiphong*, Captain H. K. Lory, will be despatched for the above Ports on FRIDAY, the 8th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, June 6, 1888.

STEAM TO STRAITS AND BOMBAY.

The P. & O. S. N. Co.'s Steamer *Vendia* will leave for the above places on or about the 11th Instant.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 6, 1888.

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenora*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 6th Instant.

Cargo remaining undelivered after the 13th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, June 6, 1888.

To-day's Advertisements.

SUGAR REFINING AND OTHER MACHINERY FOR SALE.

1.—TWO Pairs of WEINRICH CENTRIFUGALS, 36 inches in Diameter, with all FITTINGS and APPLIANCES.

2.—TWO Pairs of ENGINES each 6 H.P. Nominal, with Boilers about 10 H.P. Nominal. This Machinery was all constructed by Messrs. MANLY, ALLIOTT, FRY & Co., the celebrated Engineers of Nottingham, and is in all respects of the very best quality and in good condition. It cost, with freight, about £1,400, and is now in use on the Estates of the PENANG SUGAR ESTATE CO., Limited, in Port Moller, where it may be seen. Office of the undersigned, either in one lot or separately, and delivery may be arranged to take place this month, either at Port Moller or Penang. Apply to WHITEWORTH ALLEN, Esq., Penang, or the Straits Sugar Company, Limited, 17, Great Winchester Street, London, E.C., England.

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED FOR PUBLIC TRAFFIC on WEDNESDAY, 30th Instant.

The CARS RUN as follows between St. John's Place and Victoria Gar:—

8 to 10 a.m. every quarter of an hour.

12 to 2 p.m. half hour.

4 to 8 p.m. quarter of an hour.

SUNDAYS.

UP.—Tickets may be obtained in the Cars. First-class, 30 CENTS; Second-class, 20 CENTS. Tickets for 10 CENTS (intended for Soldiers, Sailors and Policemen only). 20 CENTS. Third-class (intended for Chinese only), 10 CENTS.

DOWN.—Tickets at HALF the above Rates.

GENTLEMEN are requested NOT TO SMOKE in the First-class Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at \$12.00; and Tickets for 60 trips up and six trips down, at \$2.50. Five-Cent Coupons and Reduced Tickets for Servants in the other classes may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, June 6, 1888.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners, will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIE ROWK, Hawaiian brig, Captain J. Phillips. Weller & Co.

ALEXANDER YEATS, British ship, Captain Jas. W. Dunham. Carlowitz & Co.

MELPOMENE, Austro-Hungarian ship, Captain Malua. O. Bachrach.

NEW CITY, British ship, Captain Chas. S. Robinson. Order.

NICOLA, British barque, Captain James Foster. Weller & Co.

RUDEY, British ship, Capt. E. E. Robbins. Messageries Maritimes.

SHIPPING.

ARRIVALS.

June 5, 1888:—
Hafslund, Danish steamer, 397, C. A. Lund, Captain. Arrived from Copenhagen.

Benluey, British steamer, 1,433, J. Freeman, Captain. Arrived from Saigon June 1, Rice. GIBB, LIVINGSTON & Co.

Glenora, British steamer, 1,901, McKinnon, Captain. Arrived from London April 26, and Singapore May 31. General. JARDINE, MATHESON & Co.

Nockar, German steamer, 1,509, H. Supmar, Captain. Arrived from Shanghai June 3, Mails and General. Matheson & Co.

Nicoga, British barque, 594, James Foster, Captain. Arrived from Newchwang May 17, Beans and General. Weller & Co.

Declina, German steamer, 965, P. Oestmann, Captain. Arrived from June 2, Sugar. SIMMONS & Co.

Haiphong, British steamer, 1,122, Harris, Captain. Arrived from June 3, Amoy 4, and Swatow 5. General. DOUGLAS STEAMSHIP CO.

Per *Soochow*, for Hoihow, 40 Chinese. Per *Crusader*, for Saigon, 10 Chinese. Per *Lydia*, for Singapore, 12 Chinese.

Per *Djemah*, from Hongkong; for Saigon, Mr. Cheong Soy Hin, and 2 Chinese; for Marcellus, Colonel Lebrun, Captain. Arrived from Saigon, Messrs. Thompson, Messrs. L. Z. and Captain M. Garmes. From Shanghai: for Genoa, Messrs. A. Meincke, and H. Grapengeter; for Southampton, Rev. Neale, Dr. Hickin, Mrs. Clifton and child, W. Johnston, and A. B. Manthel; for Bremen, Messrs. C. Dietrich, Messrs. J. Z. and L. Camrad and H. Runt. From Nagasaki: for Port Said, Mr. Chedroffsky.

To DEPART:—
Per *Soochow*, for Hoihow, 40 Chinese. Per *Crusader*, for Saigon, 10 Chinese. Per *Lydia*, for Singapore, 12 Chinese.

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The British steamer *Benluey* reports: Weather fine, calm and North-easterly winds.

The British steamer *Glenora* reports: Variable winds heavy thunder and lightning and heavy sea.

The German steamer *Nockar* reports: A head fine weather Northerly winds and a smooth sea.

The British barque *Nicoga* reports: From Newchwang to White Dogs had S.W. wind, off White Dogs had a gale from S.W., which passed suddenly to N.E., with much lightning and torrents of rain; carried away lower fore-top-sail. Afterwards E. wind to arrival.

SHARE LIST.—QUOTATIONS.

JUNE 6, 1888.

Stocks. Nos. of Shares. Value. Paid-up. Reserve. Balance, forward. Last Dividend. Dividend, Cash.

BANKS.
Hongkong and Shanghai Bank Corp. 60,000 \$ 125 all \$ 3,900,000 \$ 20,000 \$ 100 for 3 years working 5/10 \$150 5/10 prem. buyers

INSURANCES.
North-China Insurance Co., Ltd. 5,000 \$ 200 \$ 25 all \$ 50,000 \$ 314,012.96 25/10 for 1886 \$10 97

Yungtze Insurance Company, Ltd. 8,000 \$ 25 all \$ 20,000 \$ 245,240.00 25/10 for 1886 \$80 80

Union Insurance Society Co., Ltd. 10,000 \$ 250 \$ 25 all \$ 25,000 \$ 429,302.96 10/10 for 1886 \$100 100

China Traders' Insurance Co., Ltd. 24,000 \$ 85.35 \$ 25 all \$ 20,000 \$ 125,771.28 8/10 for 1886 \$165, 165

Canton Insurance Office Co., Ltd. 10,000 \$ 250 \$ 25 all \$ 25,000 \$ 252,243.33 8/10 for 1886 \$175, 175

Chinese Insurance Co., Limited. 1,500 \$ 1,500 \$ 25 all \$ 25,000 \$ 204,000.00 6/10 for 1886 \$75 75

Hongkong Fire Insurance Co., Ltd. 8,000 \$ 1,000 \$ 25 all \$ 25,000 \$ 70,432.62 10/10 for 1886 \$17, 17

China Fire Insurance Co., Ltd. 20,000 \$ 100 \$ 25 all \$ 25,000 \$ 70,432.62 10/10 for 1886 \$17, 17

The Straits Fire Insurance Co., Ltd. 20,000 \$ 100 \$ 25 all \$ 25,000 \$ 70,432.62 10/10 for 1886 \$17, 17

STEAMSHIP COMPANIES.
H.K. O. and M. Steamship Co., Ltd. 40,000 \$ 20 all \$ 40,000 \$ 3,698.10 7/10 half year Dec. 31/87 \$205

Douglas Steamship Co., Limited. 20,000 \$ 50 all \$ 127,320 \$ 1151.15 8/10 for 1886 \$54 sales and buyers

Indo-China S. N. Co., Limited. 18,387 \$ 10 all \$ 18,387 \$ 4,387.50 5/10 for 1886 \$10 1/2 dia. sellers

China and Manila S. N. Co., Ltd. 31,212 \$ 50 all \$ 10,000 \$ 18,586 5/10 for 1886 \$62 per share, buyers

MISCELLANEOUS.
H.K. and Whampoa Dock Co., Ltd. 12,500 \$ 15 all \$ 1,901.35 10/10 for 1886 \$10 1/2 prem.

H.K. and China Gas Co., Limited. 5,100 \$ 10 all \$ 1,177.3 10/10 for 1886 \$113 per share, buyers, fully paid up

Hongkong Hotel Company, Ltd. 1,000 \$ 10 all \$ 678.94 5/10 half year June 30/88 \$170 cash

China Sugar Company, Limited. 15,000 \$ 10 all \$ 13,731.63 5/10 for 1886 \$150 150

Admone, Austro-Hungarian steamer, 1,913, Malua, Trieste April 18, and Singapore May 31. General. AUSTRO-HUNGARIAN LLOYD S. N. Co.

Soochow, British steamer, from Macao. Arrived from Saigon, 2,019, T. Samuelson, Capt. June 3, and Hoihow 5. General. WILKIN & Co.

Victoria, British steamer, 1,530, J. Counton, Nagasaki June 2, Coal. TAKASIMA COLUMBY.

Kollina, German steamer, 2,250, C. Haaslopp, Hamburg and Singapore June 1. General. SIMMONS & Co.

DEPARTURES.
June 6
Telamon, for Amoy and Shanghai. Whampoa, for Whampoa.

Recluse, for Saigon, 2,019, T. Samuelson, Capt. June 3, and Hoihow 5. General. WILKIN & Co.

Zemora, for Swatow and Shanghai. Kusanomoto Maru, for Kobe and Yokohama. Necker, for Europe, &c.

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POST OFFICE NOTICES.

MAILS WILL CLOSE:—

For STRAITS SETTLEMENTS.—
For *Deutera*, at 11.30 a.m., on Thursday, the 7th inst., instead of as previously notified.

For STRAITS SETTLEMENTS.—
For *Colaba*, at 3 p.m., on Thursday, the 7th inst.

For SINGAPORE.—
For *Wynen*, at 3.30 p.m., on Thursday, the 7th inst.

For MANILA.—
For *España*, at 3.30 p.m., on Thursday, the 7th inst.

For SAIGON.—
For *Triton*, at 4.30 p.m., on Thursday the 7th inst.

For HAIPHONG.—
For *Regr*, at 5 p.m., on Thursday, the 7th inst., instead of as previously notified.

For Daire.—
For *Daire*, at 5 p.m., on Thursday, the 7th inst., instead of as previously notified.

For SWATOW, SINGAPORE & BANGKOK.—
For *Deutera*, at 11.30 a.m., on Friday, the 8th inst.

For SWATOW, AMOY & FOCHOW.—
For *Haiphong*, at 11.30 a.m., on Friday, the 8th inst.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Djemah* will be despatched on THURSDAY, the 7th June, with Mails for the United Kingdom, Europe, and places beyond, via Suez, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

Ten coolies were brought before Mr. Widgeon in the Police Court to-day charged at the instance of Mr. Donaboo Nowjee with driving a vehicle in a reckless manner and damaging complainant's ricksha to the extent of \$3. Mr. Widgeon, after hearing some evidence, advised the complainant to take the case to the Civil Court.

The *Touchoo Telo* says:—Two natives predict a very unhealthy summer this year and the heat will far exceed that of last year.

We hear, says the *Touchoo Telo*, that the native, team have made an unexpected fortune with their tea, which will enable them to stand any loss all through the season. How fortunate they are!

SUPREME COURT.

IN SUMMARY JURISDICTION.
Before Hon. James Russell, Acting Chief Justice.
Wednesday, June 6.

LO ANING V. LAU KAM CHUN.
The plaintiff in this case, the master of a Chinese bank, sued the defendant for \$233 which he alleged he had paid to the defendant for a bank note purporting to be for \$200, which was afterwards discovered to be a bogus note. Mr. Robinson, instructed by Messrs. Sharpe, Robinson, and Co., appeared for the plaintiff; and Mr. J. J. Francis, Q.C., instructed by Mr. F. J. Webber, for the defendant.
The statements set forth in the petition were that on the 24th December 1887 the defendant as a customer requested the plaintiff to cash a document which purported to be a bank note for \$200, sterling on the Royal Adelaide Bank of South Australia. The plaintiff said this was outside the regular course of his business, but ultimately, on the 29th Dec., negotiated the note to the defendant on condition that the defendant should return the money advanced in case the plaintiff should not be able in the regular course of his business to procure the sum from the Royal Adelaide Bank of South Australia. The defendant agreed to the terms and the money was handed over to him. The plaintiff subsequently used all diligence to cash the document, but failed to do so, and found that there was no such bank as the 'Royal Adelaide Bank of South Australia' in existence. In the answer to the petition it was stated that the note in question belonged to a Peking trader who was at the time a lodger in defendant's boarding-house. The note was taken to plaintiff's bank by Tan Sun, one of defendant's clerks, who changed into dollars, and defendant did not receive the said sum of \$233 or any portion of it. Defendant denied having entered into any agreement with the plaintiff concerning the note in question.

Mr. Robinson submitted that the money advanced by the plaintiff was advanced to the defendant in a loan, and that there was a special contract between the plaintiff and Tan Sun, defendant's intermediary, to refund the sum. He further submitted that as this special contract was made with one who was not a party to the transaction, it was not binding on the defendant, and was therefore void.

Evidence was then heard.
Chiu Qiong said—I am an accountant in the Wing Fung Bank, 147 Queen's Road Central. I have seen the note produced before me. On 24 Dec., 1887, Tan Sun of the Yan Wo Chan brought it to me. He is a clerk of the Yan Wo Chan. I have known him for some time. Why he brought the note to me, I do not know. I told him to sell it for me or not? I understood he meant that the Yan Wo Chan wanted to sell it. I asked him when he gave it to me to bring it to sell. I did not know what he meant. I told him to sell it for me or not? I understood he meant that the Yan Wo Chan wanted to sell it. I asked him when he gave it to me to bring it to sell. I did not know what he meant.

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from Tan Sun for any previous transactions. I did not put the agreement in the paper, because I thought if he signed it as it was, that was proof. I and Lo Aning, and the defendant and Tan Sun went up to the Police Station on 24th March because we had made a report against Lo Aning. We wanted to frighten them into paying the money.

Lo Aning, the plaintiff, gave similar evidence. He stated that when he was told that the note belonged to a Peking trader he went to the Police Station and made a charge against Tan Sun.

Fung Hing Ngum, assistant comprador, Hongkong and Shanghai Bank, identified the note produced as one that had been brought by the Yan Wo Chan to be sold. He asked who it was from, and the person who brought it said it was the Yan Wo Chan. I said we did not know the Yan Wo Chan, and could not make inquiries. Several days afterwards Lo Aning of the Wing Fung brought it and I exchanged it.

By Mr. Francis.—It was for the Wing Fung we cashed the note.
Chiu Qiong, an employee in the Wing Fung, said he was present when the note was cashed at the Wing Fung on the 29th December, and heard him say that if the note was a false one or if there was no bank over there the Yan Wo Chan would make it good. The accountant said—Well, it will do that way.

This concluded the evidence for plaintiff. The case was then adjourned to the 11th instant for the defendant to call his evidence. I took the note away from the plaintiff. I changed it at the Wing Fung some time ago. I got \$233 and handed it over to a boarder in the Yan Wo Chan named Cheung Sin Ngai, and told him to give it to the Hongkong and Shanghai Bank. I said to the accountant at the Wing Fung, 'Master, this is a Sydney note is it not?' He said—'Yes, what do you want for it?' I said—'I don't know, what will you give?' He said—'It is worth \$250.' As I had no authority I did not say anything. I took the note away from the plaintiff. I changed it at the Wing Fung some time ago. I got \$233 and handed it over to a boarder in the Yan Wo Chan named Cheung Sin Ngai, and told him to give it to the Hongkong and Shanghai Bank. I said to the accountant at the Wing Fung, 'Master, this is a Sydney note is it not?' He said—'Yes, what do you want for it?' I said—'I don't know, what will you give?' He said—'It is worth \$250.' As I had no authority I did not say anything.

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Wei-hai-wei. At 7 a.m. on 12th instant the Victory landed at Wei-hai-wei, and inspected the coast and the harbor. The coast was found to be in good order, and the harbor was found to be in good order. The Victory landed at Wei-hai-wei, and inspected the coast and the harbor. The coast was found to be in good order, and the harbor was found to be in good order.

On the morning of the 14th instant the Victory inspected the sites for the proposed railway. The sites were found to be in good order, and the harbor was found to be in good order. The Victory landed at Wei-hai-wei, and inspected the coast and the harbor. The coast was found to be in good order, and the harbor was found to be in good order.

Our informant says that in all respects the cruise was successful, and that the results have been very gratifying to H.E. the Viceroy.

Wu-Chang Fu.
CHINESE JUSTICE.
The capital of the Hapsh province has recently afforded an instance of Chinese justice so suggestive as to deserve public record. There have been established in this city for many years the Romanist London, American Episcopal, China Inland, and Wesleyan Missions. A beginning there were of course difficulties and delays in the obtaining of land, but in each case these difficulties were eventually overcome and the missions were established.

When Consul at Hankow, gave it as the official opinion that the opposite bank of the Yangtze, to be regarded as within the area in which free purchase of land is allowed by the most limited interpretation of the Treaty. The official, therefore, have not attempted to deny this, but have repeatedly stated their knowledge of the fact that foreigners have such a right of purchase in the city. Nearly three years ago land was bought close to the Wesleyan Mission with a view to the erection of a High School for Mathematics and Science. The Times was notified, and the Wesleyan Mission was notified, and the Wesleyan Mission was notified, and the Wesleyan Mission was notified.

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ing, the hall being crowded with Socialists, who, however, were not the less and ridiculed the Socialists in question. Some made the attempt to contradict me. I then proceeded to speak of the People's Republic. He said he approached this subject with unwillingness, and did not think his business as a Protestant in vindicating the freedom of Catholics. He was convinced that the Catholics have their political duty and how to vindicate themselves. They would not allow anybody, however high or influential, to influence them in their political duty to their country, a thing that has been repeatedly said in Rome, but had always failed.

With regard to the political situation, when he was instituted he was dangerous, and he was compelled to refrain from work. He confessed, however, that although the plan had benefited thousands and pacified the country, he would then have advised against it, because it contained features which would have been dangerous to the country. He was, however, in 1887, he was able to speak it was too late. The Government had already struck at Dillon and O'Brien, and he thought it better to let the matter rest, but stipulated that neither the Government nor the Parliament should be identified with this. He thought the sphere of the plan should be as restricted as possible.

While leaving Dillon, O'Brien, and other leaders with the receipt, said Mr. Parnell, I shall adhere to our custom, when the Government strikes an Irishman to fight for whether he be right or wrong. He concluded with a long and stirring speech, in which he declared that the political combination and drive a comparison between the law in England and the law in Ireland. He predicted coming trouble in Ireland over evictions which he believed the Government feared as much as did the tenants. He counselled his countrymen to keep strictly within the law as understood in England.

In answer to many calls John Morley spoke briefly, concluding by proposing a vote of thanks to Parnell.

Belgium has formally declined to change her present sugar system.

Paris, May 7.—Senator Klotz-Bernard is dead.

London, May 7.—Crickets are devastating Algeria, entirely destroying vegetation. Their bodies are creating a pestilence and interfering with the running of trains between Constantinople and Batna.

London, May 7.—It is stated Russia contemplates a fresh coup in Central Asia. Advice represent that she has designs on Persia in the belief that the Powers would view action unfavorably.

Paris, May 7.—The allusion point of the prefect to General Boulanger's book is the General's advocacy of the right of the army to have a voice in the question of peace or war.

London, May 7.—Dr. Pringle of Berlin believes Stanley is all right, and explains the delay in hearing from him by the theory that he has been compelled to the direct line, and had to waste time in fighting or parleying with the natives.

London, May 10.—An address signed by 3730 dissenting workmen was presented to Gladstone yesterday, expressing their sympathy with him in his efforts to reconcile England and Ireland. In reply to the address Gladstone said that during the presentation the Parnelli's despite the pressing needs of Ireland, had refused from among their claims also the time taken from him to expedite business. Whether or not Parliament was employed at this or that given time in discussing Ireland, it was Ireland alone that truly held the key to legislation. The Government knew that the nation was with home rule, and therefore guided the affairs of Parliament so as to be in power, placed to propose home rule for Ireland. The majority in the House of Commons thought they could go on for five years. They put this against his life as an old man, but the life of an old or young man would not affect the final settlement. (Cheers.) Gladstone would do to Ireland what he would do to himself. The Tories would not do to Ireland what they would do to themselves. The Tories would not do to Ireland what they would do to themselves. The Tories would not do to Ireland what they would do to themselves.

London, May 10.—A duel at Vainet yesterday, Marquis Ormond was badly wounded by Baron Bismarck. They fought with swords.

London, May 10.—By the fall of a rock in a mine at Salsburgh, in Saxony, 100 men were killed and many injured.

London, May 10.—The Bank of England rate of discount was announced to-day at 3 per cent. Last week's rate was 2 per cent.

London, May 11.—Gladstone has a slight attack of lambo and walks with the aid of a stick.

London, May 11.—The Queen Regent has quite recovered from her indisposition. He thought that its provision permitting the return of Chinese laborers could easily be evaded. He also opposed the article enabling the right of any of all Chinese to enter the United States while in transit. He had the opinion that the whole Chinese Empire could get into the country under that provision. He wanted the defects in the treaty corrected before he could vote for it.

The treaty was adopted almost unanimously. It is thought that Parnell will secure the formal consent of the Chinese Minister to the treaty in a few days, and that the international agreement will be ratified and will be the law for the next twenty years. Representative Morley will press his exclusion bill in the House and Morley will urge a similar measure in the Senate.

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A BILL TO CARRY OUT THE PROVISIONS OF THE NEW TREATY.
Washington, May 9.—Senator Delph and Senator Stewart prepared a Chinese exclusion bill to-day which will be introduced in the Senate to-morrow. The bill is intended to carry out the provisions of the new Chinese treaty, and Senator Stewart thinks that it will effectively prevent the landing of any Chinese laborers, who are not entitled to the right of free transit, into the United States. The new bill provides that the provisions of the bill shall go into operation immediately upon its passage. It is intended to exclude all Chinese who have left the country with certificates and who have not returned. It also provides that Chinese laborers who are entitled to return, having either a certificate or \$1,000 in the country, shall be entitled to land only at the following ports: Portland, Or.; San Francisco, Cal.; Boston, Mass.; New York and New Orleans. The bill is made up from other bills which have been presented to Congress at this session by Messrs. Feltus, Belmont, Mitchell and Stewart.

London, May 8.—The Queen is to leave Windsor Castle for Balmoral at 8 o'clock in the evening on Friday week. Her Majesty intends to remain in Scotland for five weeks, returning to Windsor on the morning of the 11th inst.

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U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco via Yokohama on SATURDAY, the 9th June, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, 350.00
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, May 19, 1886.

C. D. HARMAN, Agent.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship PARTIAL, 3,167 Tons Register, WALLACE, Commander, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, and KOREA and YOKOHAMA, on TUESDAY, the 12th June, at 3 p.m.

To be followed by the S.S. ABERDEEN, on the 21st June, and S.S. ABERDEEN, on the 12th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the CANADIAN PACIFIC STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria, Mex. \$150.00
To San Francisco 175.00
To all common points in Canada and the United States 230.00
To Liverpool 300.00
To London 305.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. R. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 11th June, and on the 12th July.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, June 5, 1886.

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Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship BELGIC will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 20th June, at 3 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, 350.00
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, May 20, 1886.

C. D. HARMAN, Agent.

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Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 7th of June, 1886, at Noon, the Company's S.S. DJEMNAH, Commandant VAQUEZ, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 6th June, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 25, 1886.

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STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, AND LONDON.

ALSO

MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship HYDRA, Captain THOMPSON, with MAILS, PASSENGERS, SPECIES, and CARGO, will be despatched for this Port for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 10th June, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 4, 1886.

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Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and EUROPEAN MAIL Steamer for Europe. Formerly the Overland Mail was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal use, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among the Chinese 'hands' and others, both at home and in the Far East, who do not take the daily Press. The China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

Subscription:—
Per Annum, £12.00, postage, £1.00
Quarterly, 3.00, " 0.25
Single Copy, 30.
China Mail Office, Hongkong.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW published once in Two Months.

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE.

2, Wyndham Street (behind the Club.)

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES. Reprinted from 'The China Mail.'

With an APPENDIX.

THIS PAMPHLET is now Ready, and may be had at the Office of this Paper, Messrs. LAY, CHAN, and Co.'s, Messrs. KERR & WATSON, and Mr. W. BARNES.

Price, 50 Cents.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of 'Notes and Queries on China and Japan,' has reached its Fourteenth Volume. The Review discusses those topics which are of interest to the mind of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new department has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China, etc., and to give critical and scholarly sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, any of the Modern Languages and English. The Editor is particularly desirous of receiving contributions by the members of the various Consular, Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is judiciously cultivated. Amongst the regular contributors are Drs. Chambers, Eitch, Bretschneider, H. H. Johnston, Legge, and Messrs. Balfour, Watson, Smith, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$5.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, 'Manager, China Mail Office.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising Review.'—Northern British Advertiser (U.S.).

'The China Review' is an excellent table of contents. 'Celestial Empire.' The publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourably if not the most advantageous, with preceding numbers.'—Celestial Empire.

'This number contains several articles of interest and value.'—North-China Herald.

'The China Review for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number.'—Geographical Magazine.

'The amount of the Pre-emption (Rain and Snow) of Peking,' showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. 'Notes on the Daily Occupation of Peking,' by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notice of New Books includes a most generous and appreciative review of 'The Divine Classic of Nan-Hua,' and the Notes and Queries are as usual very interesting.'—North-China Daily News.

'A substantial and reliable Review which all students of China and the Chinese would do well to patronise.'—Chrysanthemum.

'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening papers by Mr. Herbert Giles on 'The New Treaties of China' treat of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's 'Short Journeys in Szechuen' are continued, and a goodly instalment of these travels in the interior of China is given. Mr. E. H. Parker contributes a paper of some length entitled 'The Emperor Chong, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which 'On Chinese Oaks in Western Borneo' and 'Java' which are particularly placed under a separate heading, complete the number.'—H.K. Daily Press.

Trimmer's Oriental Record contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position as regards China and the neighbouring countries, equal in value to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering the publication of a publication as is now provided, extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is not unusually cultivated, and who are severely represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-ess, Ma of the eleventh century, is particularly valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes and Queries' are also destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of the predecessor in the field, and that the China Review may revive the support necessary to insure its continuance.

Mr. Andrew Wind, News Agent, &c., 21, PARK ROW, NEW YORK, is authorised to receive Subscriptions. Advertisements, for the China Mail, Overland China Mail, and China Review.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, each enclosing a Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

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